



June 20, 2018

Andrew McCreight, Planner  
Development Review, Planning Services  
City of Ottawa  
ON K1P 1J1  
Andrew.mccreight@ottawa.ca

**Re: Site Plan Control Application – 105 and 109 Henderson Avenue**

Dear Mr. McCreight,

Action Sandy Hill (ASH) is a not-for-profit, volunteer-led, community association, incorporated in 1969, that represents and promotes the interests of Sandy Hill and its residents. ASH appreciates the opportunity to comment on the Site Plan Control Application pertaining to the property located at 105 and 109 Henderson Avenue. We trust that these preliminary comments will be constructive and informative, and hope that they will be reflected in your recommendation to the City's Planning Committee.

ASH is pleased to see that the developer, TC United, proposes to retain the two existing houses on the two properties but notes that, as a result, it is asking for a reduced setback at the back of the properties in order to achieve the desired mass for its new construction.

ASH has long been concerned that, as more and more low-rise apartment buildings are built on existing lots in Sandy Hill, existing neighbours lose privacy and sun in their own backyards, and that therefore their quality of life is adversely affected because of these buildings' intrusive mass. (viz. letter to Steve Gauthier, 27 March 2015, about Infill II). For this development, ASH would like to see other options explored that would mitigate the overlook effect or eliminate the need for the variance for a reduced rear yard setback. Examples of these potential options include:

- stepback the rear of the building above the second floor to the required 7.5m setback
- compress the distance between the houses and the addition, bringing the addition forward and reducing or eliminating the need for a rear yard variance
- shift the entire structure (houses and addition) forward, reducing the front yard setback to reduce or eliminate the variance required for a rear setback (the building to the immediate north of this development is currently closer to the street than what is proposed for 105 & 109 Henderson)
- a combination of the above

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ASH wants to make sure that the trade-off inherent in this application – preservation of existing houses in return for reduced rear-yard set-back – does not set a precedent for other applications that may offer a less attractive trade-off or none at all. I.e. the 7.5m rear setback was an important issue during the Infill-2 initiative and it is important that continues to be respected by development in Sandy Hill. As a general rule, we believe that, if a development cannot meet existing rules, it should not go ahead. In this specific case, there is undoubted value in preserving the two existing houses on the properties and this public good provides a trade-off that may be acceptable. However, this should not be interpreted in any way as a willingness on the part of the community to accept reduced rear yard setbacks on future infill or re-development projects in Sandy Hill.

ASH also notes that the developer is proposing to provide two automobile parking spots and 10 bicycle parking spots for the 20-unit development. While the documents presented do not provide information on how many residents would ultimately live in this building, we do not believe that 10 bicycle parking spots are sufficient for a resident population of 40-plus, particularly in downtown neighbourhoods where modal shares for cycling are considerably higher than the city-wide average. As the City encourages active transportation, including bicycling, we strongly believe that it should also require new developments to provide secure, sheltered, parking for bicycles.

Thank you for considering our feedback.

Best regards,

Trina Cooper-Bolam, Co-Chair Heritage/Planning  
Action Sandy Hill